MDOT
Michigan Department of Transportation

ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
AUGUST 7, 2003 – 9:00 A.M.
EXECUTIVE CONFERENCE ROOM

Present:	L. E. Tibbits	J. Friend	J. Polasek
	C. Roberts	M. VanPortFleet	J. D. Culp
	R. Safford	J. W. Reincke	T. Fudaly
	C. Bleech		
Absent:	B. J. O'Brien		
Guests:	J. Morena	M. Bott	P. Schriner
	K. Schuster		

OLD BUSINESS

1. **Approval of the Minutes of the July 10, 2003, Meeting – L. E. Tibbits**

The July 10, 2003, meeting minutes are approved, as amended:

NEW BUSINESS, Item 2 – Revisions to Bridge Design Standards, Bridge Design Manual, and Bridge Design Guides

ACTION: Revisions to the standards, manual and guides are approved. ~~They~~ The standard plans will be submitted to FHWA for their approval, followed by distribution.

NEW BUSINESS

1. **MDOT Drainage Manual – M. VanPortFleet**

Preparation of the *Drainage Manual* commenced after its development was approved by EOC in February 2002. An interim progress report was reviewed in November 2002. The purpose of the manual is to provide a document for designers, operations personnel and design consultants on our policy and procedures for the design and operation of drainage systems and facilities, and for the utilization of best management practices to meet the department's Storm Water Management Program goals and all storm water permit requirements. The manual has had extensive review from all areas of concern, including regions, TSCs, FHWA, MDEQ, MDA and consultants.

ACTION: The manual is approved for publication and distribution.

2. **Revision/Addition of Sign Support Typical Plans – M. Bott and J. D. Culp**

Sign Support Typicals VIII-120 (Roadside Sign Locations and Support Spacing) and VIII-150 (Sign Support Selection Chart) were reviewed. Typical VIII-120 has been expanded to show more diagrams of potential field situations. Typical VIII-150 is new and gives everyone one set of rules to follow for sign support selection. This typical is in compliance with the 2001 AASHTO Standard Specifications for sign supports.

ACTION: The typicals are approved with minor changes as noted.

3. **Increase Edge Line Width on Freeway and Non-Freeway Marking From 4 to 6 Inches – J. Morena and J. D. Culp**

A number of states have converted to a 6 inch edge line based on research studies and pilot projects. The wider edge line provides improved guidance to the driver and a longer effective life span. Studies also indicate drivers can see the geometry of the road for a greater distance. We let a pilot project in the Grand Region with positive results thus far and other regions are requesting permission to use the 6 inch edge line.

The recommendation is to adopt the 6 inch edge line as standard on all state freeway and non-freeway trunklines.

ACTION: The recommendation is approved and the new standard will be implemented in FY 2004. Traffic and Safety will work with Design to transition plans to the 6 inch edge line.

(Signed Copy on File at C&T)
Jon W. Reincke, Secretary
Engineering Operations Committee

JWR:kar

cc:
G. J. Jeff
K. Steudle
L. Hank
EOC Members
Region Engineers
TSC Managers
Assoc. Region Engineers
T. Kratofil
M. DeLong
B. Kohrman
J. Shinn
S. Mortel
D. Jackson
W. Tansil
D. Wresinski
R. D. Till
D. A. Juntunen
J. Ruszkowski
C. Libiran
R. J. Lippert, Jr.
T. L. Nelson
T. Phillips
K. Peters
J. Ingle
J. Steele (FHWA)
A. C. Milo (MRBA)
R. J. Risser, Jr. (MCPA)
D. Hollingsworth (MCA)
J. Becsey (MAPA)
M. Newman (MAA)
M. Nystrom (AUC)
J. Murner (MRPA)